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(21) International Application Number: PCT/SE93/00920 (22) International Filing Date: 3 November 1993 (03.11.93) (30) Priority data: 9203299-4 4 November 1992 (04.11.92) SE (71) Applicant (for all designated States except US): ABB FLÄKT AB [SE/SE]; S-120 86 Stockholm (SE). (72) Inventors; and (75) Inventors/Applicants (for US only) : GÖTMALM, Örjan [SE/SE]; Östra Björnvägen 3, S-430 41 Kullavik (SE). BERGSTRÖM, Gary [SE/SE]; Bogrens Väg 25, S-439 00 Onsala (SE). (74) Agent: GÖTEBORGS PATENTBYRÅ AB; P.O. Box 5005, S-402 21 Göteborg (SE).		(81) Designated States: AT, AU, BB, BG, BR, BY, CA, CH, CZ, DE, DK, ES, FI, GB, HU, JP, KP, KR, KZ, LK, LU, LV, MG, MN, MW, NL, NO, NZ, PL, PT, RO, RU, SD, SE, SK, UA, US, VN, European patent (AT, BE, CH, DE, DK, ES, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, ML, MR, NE, SN, TD, TG). Published <i>With international search report.</i> <i>In English translation (filed in Swedish).</i>

(54) Title: SMOKE CONTROL SYSTEM FOR SHIPS**(57) Abstract**

A smoke control system for ships with at least two sections (22, 23), isolated from each other by bulkheads and decks. The system includes at least one fan unit (17; 18), air distributors (20, 21) for supply of fresh-air respective evacuation of consumed air from said sections, ducts (24) that connect the fan unit and the air distributors with each other and at least one fire detector (13) arranged in each section. A release of state of alert via a supervision unit (10) selectively generates a forced flue gas extraction from one or several sections in the ship and increases selectively the atmospheric pressure in other sections. The smoke control system includes extra, normally inactive exhausting points (25) for flue gas, arranged individually or in groups within each section which are selectively possible to activate via the supervision unit (10). The ordinary air conditioning system's flow and pressure in the exhaust air duct are reversed by detection of a state of fire. Flow and pressure in the intake air duct are kept at such levels so that spreading of smoke through them is prevented, from one accommodation to another.

